

## 5.9 Land Use and Planning

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this EIR.

This analysis focuses on land use and planning impacts associated with the adoption and implementation of the proposed General Plan, adoption and implementation of the revised Zoning Code and Subdivision Code, and adoption and implementation of the Magnolia Avenue Specific Plan, as these actions have the potential to result in direct land use impacts. The Citywide Design Guidelines and Sign Guidelines only address site planning, building design and community aesthetics and are thus not considered relevant to this analysis.

### Regulatory Setting

A number of plans, policies, and regulations directed at mitigating environmental effects have been adopted by agencies with jurisdiction over the Project. These plans and programs are administered by County, State, Federal and other local agencies.

#### California Water Code Sections 10910-10915

Sections 10910-10915 of the California Water Code identify consultation, noticing and water supply assessment and provision requirements for proposed projects meeting specific criteria (identified in Sections 10910 and 10913 of the Code). The Code requires that the City consult with local and regional water agencies to assess whether the water demand associated with a project is included in an agency's most recent Urban Water Management Plan and whether existing supplies can meet a project's demand for water. According to the California Department of Water Resources, these provisions of the California Water Code do not apply to General Plan updates; however, specific future development projects allowed under the General Plan that meet the criteria established in the Water Code will require a water supply assessment.<sup>1</sup>

#### Southern California Association of Governments

The Southern California Association of Governments (SCAG) is responsible for most regional planning in Southern California (Ventura, Los Angeles, Riverside, San Bernardino, Orange and Imperial Counties). SCAG has been preparing long-range growth and development plans for the SCAG region since the early 1970s. SCAG documents provide a framework to coordinate local and regional decisions regarding future growth and

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<sup>1</sup> Todd, Dave. California Department of Water Resources. Telephone conversation with Rick Brady of Cotton/Bridges/Associates on August 22, 2004.

development. An important component of this process is the preparation of growth forecasts at intervals ranging from three to five years.

The adopted growth forecasts become the basis for SCAG's functional plans (transportation, housing, air and water) for the region. The population totals and growth distribution are used to plan the future capacity of highways and transit systems, quantity and location of housing, water supply and siting and sizing of sewage treatment systems.

SCAG has developed a Regional Comprehensive Plan (RCP) that recommends methods by which local governments can redirect regional growth to minimize traffic congestion and better protect environmental quality. While SCAG has no authority to mandate implementation of the RCP, the Plan's goals have implications upon the land use composition of the City of Riverside.

SCAG's Regional Transportation Plan (RTP) is a long-range (minimum 20-year) plan that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies and strategies. The RTP is based on federal transportation law requiring comprehensive, cooperative and continuous transportation planning. SCAG meets these requirements by developing comprehensive transportation plans that include all surface transportation modes (multi-modal planning), to ensure efficient people and goods movements throughout the region.

Every three years, the Southern California Association of Governments (SCAG) revises the RTP with updated information and an environmental clearance. The last updated plan (2001 RTP) was adopted by SCAG in 2001.<sup>2</sup> Although SCAG has not publicly released its 2004 RTP, the agency has provided the City with long-range planning forecast data for Riverside and other Western Riverside County Association of Governments (WRCOG) jurisdictions.<sup>3</sup>

## South Coast Air Quality Management Plan

The South Coast Air Quality Management District adopted its latest Air Quality Management Plan (AQMP) in 2003.<sup>4</sup> The 2003 AQMP mandates a variety of measures to reduce traffic congestion and improve air quality to be implemented at the federal, state and regional level.

At the regional level, the SCAG assists sub-regional and local governments in playing a formative role in the air quality elements of transportation planning. In addition, local governments serve an important role in developing and implementing the Plan's transportation control measures. SCAG is responsible for providing the socioeconomic forecast (e.g., population and growth forecasts) upon which the Plan is based. SCAG also provides assessments for conformity of regionally significant transportation projects with the overall Plan and is responsible for the adoption of the RTP and the Regional Transportation

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<sup>2</sup> SCAG. *Regional Transportation Plan – 2001*. Retrieved from <http://scagrtp.migcom.com/> on July 17, 2004.

<sup>3</sup> Ainsworth, Mike. SCAG. Electronic communication to John Cook of CBA on August 23, 2004.

<sup>4</sup> South Coast Air Quality Management District. *Air Quality Management Plan – 2003*. Retrieved from <http://www.aqmd.gov/aqmp/AQMD03AQMP.htm> on July 15, 2004.

Improvement Program (RTIP) which include growth assumptions and transportation improvement projects that could have significant air quality impacts.

## **Multi-Species Habitat Conservation Plan**

In June of 2003, the Riverside County Board of Supervisors adopted a comprehensive Multi-Species Habitat Conservation Plan (MSHCP) to provide a regional conservation solution to species and habitat issues that have historically threatened to stall infrastructure and land use development.<sup>5</sup> The MSHCP is a multi-jurisdictional effort that includes the unincorporated area of western Riverside County and 14 cities, including the City of Riverside. The MSHCP covers 146 species and addresses biological diversity within 1.26 million acres, from west of the San Jacinto Mountains to the Orange County border. While protecting high-profile species like the Stephen's kangaroo rat and the Quino checkerspot butterfly, the MSHCP is primarily designed to protect more than 30 federally threatened and endangered species and conserve 510,000 acres, of which 347,000 acres are already in public and quasi-public ownership. The MSHCP's underlying goal is to protect multiple-species by preserving a variety of habitat and providing linkages between different habitat areas (**Figure 5-14**).

The MSHCP serves as a Habitat Conservation Plan (HCP) pursuant to Section 10(a)(1)(B) of the Federal Environmental Species Act, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act of 2001. Though the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG) have authority to regulate the take of threatened and endangered species, consistent with the terms and conditions of approval of the MSHCP, the USFWS and CDFG have granted "Take Authorization" to participating jurisdictions in exchange for the assembly and management of coordinated MSHCP Conservation Areas for 146 "covered species" (including 14 narrow endemic plant species). Of the 146 "covered species," 118 species are considered "adequately conserved" within the MSHCP.

## **Riverside County Airport Land Use Compatibility Plan**

Riverside County's Airport Land Use Commission periodically updates an Airport Comprehensive Land Use Plan, commonly known as a Airport Land Use Compatibility Plan.<sup>6</sup> The Airport Land Use Compatibility Plan designates zones of airport-influenced areas for every airport in Riverside County and provides a series of policies and compatibility criteria to ensure that both aviation uses and surrounding uses may continue. The Airport Land Use Compatibility Plan is being updated in 2004 and includes provisions for Riverside Municipal Airport and Flabob Airport, just outside of the City of Riverside.

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<sup>5</sup> County of Riverside. *Riverside County Integrated Project – Multiple Species Habitat Conservation Plan - 2003*. Retrieved from <http://www.rcip.org/conservation.htm> on July 19, 2004.

<sup>6</sup> Riverside County Airport Land Use Commission. *Comprehensive Land Use Plan - 2004*.

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**Figure 5-14**  
**MSHCP linkages**  
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Riverside Municipal Airport is situated on 441 acres in the northwest portion of the City of Riverside, bordered by Arlington Avenue to the south, Hillside Avenue to the east and Van Buren Boulevard to the west. The airport is owned and operated by the City, with its operations overseen by the City of Riverside Airport Commission. Flabob airport is a small airstrip located northeast of the Planning Area; however, portions of its Airport Land Use Compatibility Plan affect the Planning Area. In addition, the March Air Reserve Base is located southeast of the Planning Area, between the Cities of Riverside and Moreno Valley.

**Figure 5-15** depicts airport safety zones affecting the Planning Area.

## City of Riverside Zoning Code

A comprehensive update of the City's Zoning Code (Title 19, RMC) is part of the Project analyzed in this EIR. The Zoning Code has been revised to reflect changes in the General Plan and has been reorganized and reformatted to create a logical and intuitive organization. The revised Zoning Code addresses and reflects changes in State and federal laws and regulations. The Zoning Code adds three mixed-use zones to implement the updated General Plan land use classifications. Residential, commercial and industrial zoning categories have been reduced in number to simplify the land use classifications. Administrative procedures have been simplified and processes have been streamlined.

## City of Riverside Subdivision Code

A comprehensive update of the City's Subdivision Code (Title 18, RMC) is also part of the Project analyzed in this EIR. The City of Riverside Subdivision Code was last updated comprehensively in 1978. Since then, several changes to the State Subdivision Map Act have occurred. This revision of the City's Subdivision Code has been accomplished to bring the Subdivision Code up to date with current law, to simplify review processes (for example, allowing administrative approval of parcel maps) and to create a more logical organization of the code.

## Riverside Redevelopment Agency

The City of Riverside established a Redevelopment Agency (RDA) in 1969 to help revitalize and redevelop areas suffering from blighting conditions. The RDA Board of Directors consists of all Riverside City Council members, which oversees the activities of the Agency. Certain project areas also have an established Project Area Committee (PAC), a group of local business owners and residential volunteers serving as advisors to the Agency Board on specific matters. Additionally, a number of laws govern redevelopment agencies in the state of California: primarily, within the California Health and Safety Code beginning with 33000 *et seq.* and Article XVI, Section 16 of the California Constitution adopted in 1952.

In the City of Riverside, 8 geographic areas comprise several redevelopment zones that comprise approximately 35 percent of the City's land area: Downtown, Airport, University Corridor, Sycamore Canyon, Magnolia Center, Casa Blanca, Arlington and Arlanza La Sierra (**Figure 5-16**).

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**Figure 5-15**  
**Airport Safety Zones**  
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**FIGURE 5-16**  
**Redevelopment** Areas  
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## Riverside County Local Agency Formation Commission

The Riverside County Local Agency Formation Commission (LAFCO) has a mandate from the State of California to review and approve or deny changes in the boundaries of cities or in the service areas of municipal service providers. An entity completely separate from Riverside County government, Riverside LAFCO has jurisdiction over changes in local government organization occurring within Riverside County.

## Environmental Setting

Similar to most cities, the City of Riverside contains a diverse mix of land uses. Urban land uses (residential, commercial, office and industrial) are concentrated in the north of the Planning Area, corresponding roughly to the SR-91, SR-60 and I-215 rights-of-way. In the broadest terms, most of the City's moderate density residential development is north and west of the 91 Freeway. Land south and east of Victoria Avenue is predominantly characterized by rural or semi-rural land uses (agricultural, open space and residential uses at less than three units per acre). Lake Mathews, the City's network of arroyos and its hillsides and ridgelines are the predominant features of these areas. The University of California at Riverside straddles a section of the I-215 in the northeast. The Santa Ana River forms most of the Planning Area's northern border.

## Thresholds for Determining Level of Impact

For the purposes of this EIR, a significant impact will occur if implementation of the General Plan will:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan.

## Environmental Impacts

Development pursuant to Project policies and regulatory standards will result in the addition of up to 38,100 new dwelling units and 39,600,000 square feet of new non-residential construction over the 20-year horizon of the General Plan within the Planning Area. Implementation of the Project may impact related land use plans and policies that have been adopted to avoid or mitigate an environmental effect. In addition, components of the Project could divide an established community or conflict with the Western Riverside County MSHCP. These potential impacts are described below. The proposed Land Use Policy Map is shown on **Figure 5-17**.

### Physical Division of an Established Community

Objectives and policies of the General Plan would not result in the physical division of an established community. The City is comprised of 26 neighborhoods, and the Land Use and Urban Design Element includes objectives and policies specific to each neighborhood. The following objective and policy addresses all of Riverside's neighborhoods:

**Objective LU-28: Establish Riverside's neighborhoods as the fundamental building blocks of the overall community, utilizing Neighborhood and Specific Plans to provide a more detailed design and policy for development projects located in particular neighborhoods.**

Policy LU-28.3: Ensure that the distinct character of each of Riverside's neighborhoods is respected and reflected in all new development, especially infill development.

The General Plan Circulation and Community Mobility Element emphasizes preservation of the Planning Area's existing roadway network and limiting roadway extensions and improvements that could impact the City's neighborhoods.

**Objective CCM-7: Minimize or eliminate cut-through traffic within Riverside's residential neighborhoods.**

Policy CCM-7.4: Limit local roadway improvements to those that are necessary to support proposed General Plan land uses.

Policy CCM-7.5: Discourage improvements beyond those contained in the Circulation and Community Mobility Element to accommodate additional regional traffic.

The General Plan supports the Ramona Expressway/Cajalco Road Corridor (CETAP Alternative of the Riverside County Integrated Project), which will pass through the southern portion of the Planning Area between I-215 and I-15, roughly corresponding to Cajalco Road, south of Lake Mathews. This planned roadway is intended to reduce cut-through traffic in Riverside's established neighborhoods.

**Figure 5-17**  
**Land Use Policy Map**  
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**Objective CCM-1: Facilitate freeway and regional roadway improvements and construction to alleviate congestion and air pollution and to minimize cut-through traffic within Riverside.**

Policy CCM-1.1: Support development of CETAP corridors, including the Mid County Parkway (formerly known as the Ramona Expressway/Cajalco Road Corridor) and the Two-County Corridor from Riverside to San Bernardino County.

Although adherence to the above General Plan objective and policy will result in a new major roadway, construction of this roadway will not physically divide an established community. As depicted in **Figure 5-17**, the areas around Cajalco Road are primarily undeveloped (habitat or agriculture) or developed with scattered rural residential and limited commercial uses.

The Project's potential to physically divide an established community is less than significant.

## California Water Code Sections 10910-10915

In compliance with California Water Code Sections 10910-10915, all future projects within the City that meet the specified criteria are required to determine whether water supplies projected to be available during normal, single-dry, and multiple-dry water years will be sufficient to satisfy the demands of a proposed project, in addition to existing and planned future uses. The Water Code requires that a project's CEQA documentation incorporate the Water Supply Assessment, if applicable.

## Southern California Association of Governments

Table 1 of Appendix C compares specific policies of the Regional Comprehensive Plan and Guide and the Regional Transportation Plan (RTP). The Project is consistent with the following elements of SCAG plans:

- Growth Management Chapter Policies Related to Regional Growth Forecasts
- Growth Management Chapter Policies Related to the RCPG Goal to Improve the Regional Standard of Living
- Growth Management Chapter Policies Related to the RCPG Goal to Improve the Regional Quality of Life
- Growth Management Chapter Policies Related to the RCPG Goal to Provide Social, Political and Cultural Equity
- Core Regional Transportation Plan Policies
- Air Quality Chapter Core Actions
- Open Space Chapter Ancillary Policies Related to Outdoor Recreation, Public Health and Safety and Resource Production
- Water Quality Chapter Recommendations and Policy Options
- Regional Growth Principles

With implementation of and adherence to General Plan policies (listed in Table 1 of **Appendix F**), the Project's impact related to consistency with SCAG regional plans is less than significant.

## South Coast Air Quality Management Plan

The General Plan includes an Air Quality Element that contains objectives and policies designed to implement the goals and policies of the AQMP. Land uses identified in the proposed Land Use Element are organized to promote compact, pedestrian-oriented and transit-friendly development. An example of this includes the inclusion of a new mixed-use designation to accommodate three levels of intensity for vacant or underutilized portions of the Planning Area where mixed residential and non-residential uses are appropriate. The Project is consistent with and will facilitate implementation of the AQMP.

## Riverside County Airport Land Use Compatibility Plan

Portions of the Planning Area are covered by the Riverside County Airport Land Use Compatibility Plan or the 1998 Air Installation Compatible Use Zone (AICUZ) study for three air facilities: Riverside Municipal Airport, Flabob Airport, and the March Air Reserve Base (**Figure 5-16**).

The City has adopted the Riverside Airport Master Plan, which was developed and approved in 1999 cooperatively with the Federal Aviation Administration for the operation of Riverside Municipal Airport. Although located outside the Planning Area, portions of the Flabob Airport Land Use Compatibility Plan affect the City. Affected areas correspond to the largely undeveloped areas or areas with low-intensity residential development north and west of Brockton Avenue.

The other significant air facility that impacts the Planning Area is the approximately 6,500-acre March Air Reserve Base/March Inland Cargo Port. A Joint Powers Authority (JPA), of which the City of Riverside is a part, administers operations on the base. In addition to the air reserve activities, the JPA's long-range plan calls for the base to jointly serve as an inland port, accommodating cargo in transfers between ground and air shipping.

City land use decisions have potential to impact long-range development plans for the Riverside Municipal Airport and the March Air Reserve Base/March Inland Cargo Port. Without strong policies ensuring consistency between the City's land use plan and any overlapping Airport Land Use Compatibility Plan, uses incompatible with air operations could limit ongoing activities and/or opportunities for expansion at these airports. Therefore, the General Plan Land Use and Urban Design, Circulation and Community Mobility and Public Safety Elements include the following policies related to airport land use consistency:

**Objective LU-21: Avoid land use/transportation decisions that would adversely impact the long-term viability of the March Air Reserve Base/March Inland Cargo Port.**

- Policy LU-21.2: Work cooperatively with the Riverside County Airport Land Use commission in developing, defining, implementing and protecting airport influence zones around the MARB/MICP, Riverside Municipal and Flabob Airport and in implementing the new Airport Land Use Compatibility Plan.
- Policy LU-21.3: Work to limit the encroachment of uses that potentially pose a threat to continued airport operations, including intensification of residential and/or commercial facilities within identified airport safety zones and areas already impacted by airport noise.
- Policy LU-21.4: Adopt and utilize an Airport Protection Overlay Zone coterminous with the Riverside County Airport Land Use Compatibility Plan
- Policy CCM-11.1: Protect flight paths from inappropriate development encroachment.
- Policy CCM-11.2: Limit building heights and land use intensities beneath airport approaches and departure paths to protect public safety consistent with approved plans and applicable regulations.
- Policy CCM-11.7: Ensure environmental impacts such as noise, air quality, pollution, traffic congestion and public safety hazards associated with continued operation of local airports are mitigated to the extent practicable.
- Policy PS-4.3: Encourage development in the vicinity of the Riverside Municipal Airport that would not cause land use conflicts, hazards to aviation or hazards to the public and that is in compliance with the Riverside County Airport Land Use Compatibility Plan for the airport.

With implementation of and adherence to the above General Plan land use designations and policies, the Project's impact related to consistency with the Riverside County Airport Land Use Compatibility Plan and the March Air Reserve Base/March Inland Cargo Port is less than significant.

## **Multiple Species Habitat Conservation Plan**

The Planning Area includes three MSHCP core areas corresponding to the areas around the Santa Ana River, Lake Mathews, and Sycamore Canyon Park. The Lake Mathews core area is proposed to be expanded and a constrained linkage is proposed to connect the Lake Mathews core to an existing channel located west of the I-15 corridor, which will provide a through linkage to the Santa Ana River core area. These areas are appropriately designated within the General Plan's Land Use Element. The areas around the Santa Ana River are designated with the Agricultural/Rural Residential, Open Space/Natural Resources, or Public Park designations (Public Facilities/Institutional, Business/Office Park, and Industrial designated lands represent existing uses abutting the Santa Ana River and the Riverside Municipal Airport). The Sycamore Canyon Park area of the MSHCP is designated as Public Park, and the MSHCP core area around Lake Mathews is designated for Kangaroo Rat Habitat and Agricultural/Rural Residential land uses (**Figure 5-17**).

The General Plan Open Space and Conservation and Land Use and Urban Design Elements include the following objectives and policies related to the Riverside County MSHCP:

**Objective OS-1: Preserve and expand open space areas and linkages throughout the City and sphere of influence to protect the natural and visual character of the community and to provide for appropriate active and passive recreational uses.**

Policy OS-1.5: Require the provision of open space linkages between development projects, consistent with the provisions of the trails Master Plan, Open Space Plan and other environmental considerations including the MSHCP.

**Objective OS-5: Protect biotic communities and critical habitats for endangered species throughout the General Plan Area.**

Policy OS-5.2: Continue to participate in the MSHCP Program.

Policy OS-5.3: Continue to participate in the Stephen's Kangaroo Rat (SKR) Habitat Conservation Plan including collection of mitigation fees and operation of Sycamore Canyon Wilderness Park as an SKR reserve.

**Objective OS-6: Preserve and maintain wildlife movement corridors.**

Policy OS-6.1: Protect and enhance known wildlife migratory corridors and create new corridors.

Policy OS-6.2: Support regional and local efforts to acquire, develop and maintain open space linkages.

Policy OS-6.3: Preserve the integrity of Riverside's arroyos and riparian habitat areas through the preservation of native plants.

Policy OS-6.4: Continue with efforts to establish a wildlife movement corridor between Sycamore Canyon Wilderness Park and the Box Springs Mountain Regional Park as shown on the MSHCP. New developments in this area shall be conditioned to provide for the corridor and Caltrans shall be encouraged to provide an underpass to the 60/215 Freeway.

**Objective OS-7: Turn the Santa Ana River Task Force "Vision" into reality.**

Policy OS-7.1: Focus river improvements on the following areas: Fairmount Park and Mt. Rubidoux, Tequesquite Avenue and the Old Landfill, Martha McLean Park, Van Buren Bridge and the Hidden Valley Wildlife Area.

Policy OS-7.2: Give initial priority to the Fairmount Park wetlands enhancement project and the completion of the Santa Ana River Trail.

Policy OS-7.3: Preserve and expand open space along the Santa Ana River to protect water quality, riparian habitat and recreational uses.

**Objective LU-7: Preserve and protect significant areas of native wildlife and plant habitat, including for endangered species.**

Policy LU-7.1: Continue to maintain Sycamore Canyon Wilderness Park as primarily a functioning wildlife habitat.

Policy LU-7.2: Design new development adjacent and in close proximity to native wildlife in a manner which protects and preserves habitat.

Policy LU-7.3: Continue to require natural open space easements in conjunction with new development in hillside and arroyo areas over non-graded areas of the development.

Policy LU-7.4: Continue to participate in the Multi-Species Habitat Conservation Program (MSHCP) with Riverside County.

**Objective LU-77: Preserve and enhance the natural character and qualities of Sycamore Canyon Wilderness Park.**

Policy LU-77.1: Provide connections to other park and wildlife areas consistent with the Riverside County MSHCP to ensure that Sycamore Canyon Park does not become a biologically isolated island.

Policy LU-77.2: Ensure that development on the periphery of the park is minimally disruptive and maximally screened from the Park.

Policy LU-77.3: Seek to balance the Park's potentially conflicting roles as both wildlife habitat and a community recreational and open space resource.

Whether or not the Project is adopted, the City will work with Riverside County to acquire the following wildlife corridors:

- Between Sycamore Canyon Park and Box Springs Mountain Reserve
- Between Box Springs Mountain Reserve and the Santa Ana River via Springbrook Wash
- Between the Santa Ana River and La Sierra/Norco Hills

With implementation of and adherence to the above General Plan land use designations and policies, the Project's impact related to consistency with the Western Riverside County MSHCP are less than significant.

## City of Riverside Zoning Code

Part of the Project analyzed in this EIR is a comprehensive update of the City's Zoning Code (Title 19 of the Riverside Municipal Code). The Zoning Code has been updated consistent with the General Plan, the Magnolia Avenue Specific Plan, Design Guidelines, and

Subdivision Code. No impact related to consistency with the Zoning Code will occur. The Zoning Map will be updated to achieve General Plan consistency as a subsequent action.

## **City of Riverside Subdivision Code**

The Project includes a comprehensive update of the City's Subdivision Code (Title 18, RMC). This revision of the City's Subdivision Code has been accomplished to bring the Subdivision Code up to date with recent revisions to the State Subdivision Map Act, to simplify review processes (for example, allowing administrative approval of parcel maps) and to create a more logical organization of the code. No impact regarding consistency with the City's Subdivision Code will occur.

## **Riverside Redevelopment Agency**

The General Plan Land Use and Urban Design Element describes and maps the City's redevelopment project areas. Authority conferred upon the City's redevelopment agency by State redevelopment law will be important in achieving many of the General Plan's objectives.

The Project proposes land use changes within redevelopment areas. Within the Arlington Project Area, the General Plan proposes the new Mixed Use-Village land use designation. The Downtown Specific Plan and the Mixed Use-Neighborhood, Mixed Use-Village and General Commercial land use designations are proposed within the Magnolia Center Project Area. A small portion of the High Grove Project Area is designated for Industrial land use. Finally, Mixed Use-Urban and Mixed Use-Village land use designations are proposed within the University Corridor Project Area. Existing redevelopment project plans may not be consistent with these proposed land uses. This is a potentially significant impact.

## **Mitigation Measures**

To reduce potentially significant conflicts with existing redevelopment project plans, the following mitigation measure is proposed:

- LU-1 The City will review redevelopment plans and amend the plans as necessary to ensure consistency with General Plan policies and land use designations.

## **Level of Impact after Mitigation**

With implementation of the above mitigation measure, impacts related to project consistency with redevelopment plans will be eliminated. No further mitigation is required at the programmatic level.

## References

Ainsworth, Mike. SCAG. Electronic communication to John Cook of CBA on August 23, 2004.

County of Riverside. *Riverside County Integrated Project – Multiple Species Habitat Conservation Plan* - 2003. Retrieved from <http://www.rcip.org/conservation.htm> on July 19, 2004.

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